



Kashmir, India, Has A Grain Storage Reputation, Too, According To R. L. Martin, Who Snapped This Scene In August. Poled In Boats, The Grain Is Elevated By Coolie Labor Up The Circular Stairs. William C. Engel, Standard Milling Company, Chicago, Points To The Absence Of Any Dust Explosion Hazards Here

# Grain

NOVEMBER, 1945



# We point with Pride to the Expression of complete Satisfaction

by

**The International Milling Co.**

**The Ralston-Purina Company**

**The Patent Cereals Company**

**The Lauhoff Grain Company**

and others

concerning our

**PERFORMANCE.**



# THE H. J. MELLEN COMPANY

**53 W. Jackson Boulevard**

**Chicago 4, Illinois**

Experts in Restoration, Water and  
Weatherproofing of Grain Stor-  
age Tanks and Mill Buildings.

**DUM DUM CONTRACTORS**

## HAVE YOU SEEN HIM?

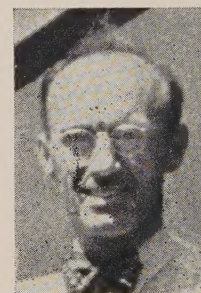
Of course you have seen "Ol' Man Accident". He has many disguises. The chances are that he looks like a slippery trucking plate or a wet spot on the dock. His next most likely disguise is an improperly piled stack of bags.

Just what causes our SOGES accidents? An analysis of the disabling cases since October 1, 1944, shows the following:

	%
Slips and falls .....	30.1
Muscle strains .....	16.0
Falling bags .....	7.5
Handling objects .....	4.3
Fallings objects (not bags) .....	3.2
Using power shovels .....	3.2
Bumped into object .....	3.2
Ungarded machinery .....	3.2
Knife cut (dumpers) .....	2.2
Opening and closing car doors .....	2.2
Unlocked switches .....	2.2
Infection .....	2.2
Miscellaneous causes .....	20.5

Total .....100.0

Slick trucking plates into cars has caused the greatest number of accidents. Other slips and falls bring that classification 'way ahead of all others.



Perhaps we don't know what to do about those muscle strains, but we can do something about nearly every other cause of accidents.

Shouldn't we start a campaign to stop slipping accidents? Wouldn't a 30% reduction in our disabling cases look like we meant to prevent accidents?

For just one week, let's look for causes of slips—then do something about each one.

Are your "slips" showing—on your safety record?—Wm. H. Kamp, Ralston-Purina Co., Kansas City.

## BUNGE BUYS HALLET & CAREY

The Bunge Elevator Corp. has purchased the business and facilities in the Minneapolis and Duluth markets of The Hallet & Carey Company Co., according to William G. Kellogg, Vice President of Bunge. The business will be continued under the Hallet & Carey name, and no change will be made in personnel. Hixon-Gannon Co., of which Mr. Kellogg is also Vice President, simultaneously acquired Hallet & Carey's commission business.



# Why Dust Explosions



NO doubt it is impossible to prevent dust from exploding when there is the right accumulation of fine particles suspended in the air with the proper humid condition in the elevator and a spark at the crucial moment. The exact source of these ignitive sparks has never been definitely determined at any devastating explosion up to this time to my knowledge, probably because there are ways too numerous to mention that the spark might have occurred. Therefore the only way to avoid the explosion seems to be to collect all the dust at its source.

Investigations after a dust explosion—provided the explosion did not destroy the entire plant—have invariably “found” that (1.) the house was “elevator clean,” (2.) that the operators were “good housekeepers,” and (3.) that there was no evidence of dust in suspension at the time of the explosion—the condition that really caused the explosion and one that exists to a certain extent in practically every elevator in the country today.

All the dust that escapes—from the grain running in the open—rises in suspension only to settle on the floors, structural members, machinery and rough concrete walls, requiring endless effort and expense to even attempt good housekeeping. After it settles, if not kept gathered and disposed of to the sweepers, this fine dust furnishes a potential explosion with further ammunition after the first puff.

## “GRAIN”

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### Can't We Find Answer?

WHAT the men working in an elevator are mostly concerned about is: Are we EVER going to find a way of preventing dust explosions? . . . Here's my answer:

Dust explosions will never be prevented until the proper equipment is installed to gather all the dust at its source. In an elevator there are no mechanical impossibilities in the

crew the happiest bunch to me that I ever saw.

What did we get? . . . F-l-o-o-r s-w-e-e-p-s.

Since then there have been a lot of improvements in the collection of dust, but all plants have not as yet reached the point of immunity from dust explosions. We never will until the system is extended to include aspiration at every point where the

Asks TED MANNING of the Kansas City SOGES Chapter. Then He Proceeds To Vent A Lot of Ideas Previously Held In Suspension Which You Will Want To Trap For Use Shortly. Mr. Manning, A Director of SOGES, Previously Served As National President As Well As To Have Founded And Headed The Kansas City SOGES Chapter. He is General Superintendent For The Uhlmann Grain Company, Kansas City.

gathering of the dust at its source before it rises into suspension in the air. It requires only the application of well known methods of air action, traps and cyclones.

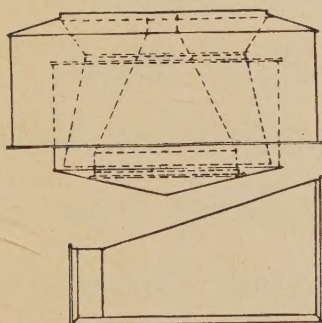
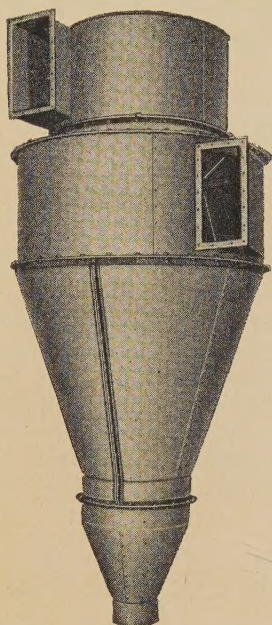
Most of the present-day elevators have only what is called a dust collecting system, which reminds me of back in 1898 when I first heard of dust control. News came that the CStPM&O was going to put a dust collecting system in its elevator at the head of the lakes where I was working. That news made that elevator

grain is running in the open atmosphere in the elevator.

### Would Apply Air Action Broadly

THE great majority of the older dust systems today are simply “fishing behind the net,” or “hiding behind the firing line.” Needed is air action at every bin opening in the basement, hoods on both ends of every conveyor belt—including the trippers at all legs if by-passing them, hoods on the up and down sides of all legs receiving the grain, and on all openings with slides so the operator can





*Packed for shipping. The bonnet, stack and secondary cone nest inside the main body. The 2 halves of main cone nest together.*

## The DAY DUAL-CLONE DUST COLLECTOR

**NOW available in BOLTED  
FLANGE Construction (Design 2)**

Completely prefabricated and riveted at the factory—requiring only assembling and bolting together at the flanges.

This construction permits more compact packing for shipment and easier handling for installation. It greatly simplifies inside installations—especially of larger sizes.

Patented DUAL-CLONE construction utilizes to the utmost the basic principles of cyclonic separation—assuring **LOW RESISTANCE**, high **SEPARATING EFFICIENCY**, low maintenance cost, compact design, easy installation. All these advantages are retained in this DAY BOLTED FLANGE construction.

### **CORRECT ENGINEERING**

is one of the most important factors in a successful dust control system. You **GET** it—in every DAY job!

## Let DAY Service Save You Money

The DAY organization has over 64 years' experience, competent men and complete facilities for designing, fabricating and installing complete dust control systems or ANY sheet metal work of 10 gauge or lighter—including spouting, piping, fittings, track shed dust suppressors, pneumatic grain car unloaders, leg casings, steel hoppers, miscellaneous bins and tanks. Write us about your needs.

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P. O. Box 70, Ft. William, Ont., Canada





apply the air action where it is needed. Grain does not throw off any dust after lodging on a basement conveyor belt providing there is a strong current of air at the bin opening from which the belt is receiving the load. The number of bin openings usually required for loading, transferring and blending the grain provide ventilation wherever the grain is moving in the basement and the dust is taken up at its source.

The major problem of a complete dust system has been to collect the dust arising from the trippers during the filling of the bins because the displacing of the air as the bins fill creates a strong up-current at the bin opening along with the tripping action at the trippers. The necessary movement of the trippers up and down the full length of the storage adds to the problem of collecting the dust at every bin; however, this has been overcome by some of the builders and is working efficiently.

You hear some men say that you cannot get the dust out of the elevator legs. A strong out-take vacuum current of air on both sides of the leg at the boot, with the same at the leg head discharge, with graduated vent holes in the leg casing above and below the concrete wells of sufficient size to allow free air action through the leg casings to the suction at the boot and the discharge head will definitely take the dust out of the leg. And with the scales and the garners ventilated to the outside atmosphere there will be very little dust in the leg to explode. Certainly after the grain settles in the cups there is no dust rising from them.

#### Can Fans Reduce Dust in Air?

A NUMBER of elevators put in large vents from the legs to the outside atmosphere, some five to 15 feet from the leg, but without any air action. This was done on the theory of venting or decreasing the force of an explosion, or in other words, "locking the door after the horse was stolen." In a short time these makeshift vents filled with fine dust and became useless for even the purpose that they were originally intended.

In many cases fans have been installed simply to ventilate the basement or any exceptionally dusty part of the elevator. These fans certainly do not remove any of the dust that is in suspension in the air, or materially lessen it while it is constantly arising from the open streams of grain.

Most of the elevator owners and operators have kept pace with what

has been available in the way of hazardous dust collecting, ill advised installations, and near-complete systems. Just a few years before Pearl Harbor more complete developments became available, but the war delayed most installations for the past four years. Now that the war is over and all kinds of material will become obtainable, every effort should be made for the accomplishment of a dust collecting system COMPLETE in every detail that will capture ALL the dust at its source.

"Oh yes, fine," you will say, "but look what it will cost."

The cost does not matter. We spent fabulous sums of money during the war even on remote chances of saving a human life—and justifiably

present—for yourself and your dependents—burning in your heart and mind?

There is nothing worse in war than is suffered in these dust explosions. The soldier goes into battle with a feeling of fear ever present during the battle. The battle over, he is retired to safety and rest for a while. The noise of the battle, the shouts of comrades in the fray, all help the soldier to carry on. However, the elevator employe goes about his work every day, five and six days a week, every week in the year, in an insidious dust filled atmosphere, not knowing what instant, or from where the gun is going to pop.

Our dust explosion fatalities in this country the past four years, com-

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## PUPS AND PEOPLE

Did you ever try to train a dog? If so, you soon found out that there are certain basic requirements or rules for such instruction to ensure even moderate success.

1. You must know more than the dog.
2. You must have his confidence and attention.
3. He learns only through repetition.
4. He can't grasp several ideas at once—about one at a time is plenty.
5. He will work hard for a pat of approval and sulk for hours from a kick or slap.

Well, safetyman, engineer, supervisor, or "what-have-you," there's your guide to training the average employee to perform safely, and it's a "doggone" lot harder to get that set of five ideas into the teacher's head than to teach the employee himself.

Some sensitive folks may take exception to tying in the training of dogs with that of our employees, but to one who has trained both dogs and men, the successful methods are strikingly similar and the reactions almost identical.

Of course, you can get results from your dog with a whip or choke strap and from your man by bawling him out or firing him, but you usually get a poor dog and a worse man for your trouble.

Replace the "don't's" in your directions with "do's" and be sure your way is the efficient way, as well as the safe way, before you try to train your man in a new trick. It's often difficult to teach an "old dog" a new trick and you may find it better to get a "new dog."

Dogged persistence and one idea at a time with a pat of approval for a good try will work wonders with dog or man. Try it!—The Safety Engineer, Kansas City A. S. S. E.

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so. Is human life cheaper in industry than in war?

#### No Mechanical Impossibilities Involved

SHERMAN said: "War is Hell." Men working in an elevator, breathing the dust every day, live in horror of the moment when they may be blown out of the building, suffer disfiguring burns, be killed outright or crippled for life. Is it not something akin to war or Hell to go to your job every day with this fear ever

pared with the fatalities in the manufacture of munitions explosives, should make us hang our heads in shame. The atomic bomb was manufactured, shipped nearly to Japan, and dropped on a predetermined city with only one fatality to our people. How long are we going to "fish behind the net," or continue to "lock the door after the horse is stolen"?

I repeat: There are no mechanical impossibilities in the gathering of the dust in an elevator at its source before it rises to suspension in the air!



# Foremen Training The Next Big Step Forward

EVERY foreman and supervisor must be his own personnel relations expert, according to A. C. Croft, President of the National Foremen's Institute. Relations between employer and employee, and between foremen and operator, are essentially psychological and social. Hence effective supervision and labor harmony cannot be attained primarily through the work of a personnel department, he thinks, no matter how good it may be.

"Detailed and lengthy procedures and regulations may have to be worked out to govern the general pattern of a plant's personnel relations; but by themselves these documents do not make for harmonious relationships between company officials and their employees.

"It is too often true that manuals, handbooks, and all the other paraphernalia of 'modern' industrial relations provide little more than red

tape, smothering the natural give-and-take between individuals."

## Higher Type Men Needed First

TO eradicate the legalisms and to put personnel relations back in the "line" where they belong—not allowing them to be the concern merely of a personnel department—employers must convert the foreman into a leader capable of training his men so that they will look upon themselves as full and valued participants in a worthwhile industrial enterprise.

"To reach that goal," Mr. Croft stated, "more emphasis needs to be put on a foreman's ability to create an efficient and cooperative team of operators." And he laid down the following guide lines:

"1. Competent supervision is the only tool by which to establish personnel cooperation and discipline; avoid mal-utilization of men, equipment, and material; reduce scrap and spoilage; and improve efficiency through proper execution of all other foreman duties.

"2. Foremanship training must be a continuous process of indoctrinating front-line managers of production with the principles of good organization; of delegating responsibilities; of keeping operator 'know-how' on the beam; and, probably most important, of playing upon and utilizing the individual operator's desire for job-gratification and self-respect.

"3. There must be a constant flow of information and give-and-take on all management problems between supervisors and top executives so as to unearth problems (and suggestions for solving them) and to bring into being the 'part-of-management type' of foreman who is, as yet in most industries, a figment of the imagination."

*"Some people never learn anything because they understand everything too soon."—Pope.*



## LOOK NO FURTHER...



... for the BEST BELT for your heavy-duty legs ...

It is BLACK REXALL!!

And for bag-conveyors ...

Top belt is STANDARD REXALL!!

Review the records which we will be glad to send you and JUDGE!

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**IMPERIAL BELTING COMPANY**

1750 S. Kilbourn

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Official U. S. Coast Guard Photo

#### "DOC SUNSHINE" MAKES HIS ROUNDS

**HIS BEST BEDSIDE MANNER.**—His name used to be "Half Hitch," but the wounded boys started calling him "Doc Sunshine" and the name stuck. "Doc" assigned himself to "cheer-up" duty in the morale-boosting division aboard a Coast Guard Troop Transport. His ship brings back casualties from Europe's battlefields and "Doc" strolls from bunk to bunk, shaking paws and giving all the boys that "things-are-getting-better-every-day" feeling. Here, the "Doc" visits first Lieut. Leroy C. Baker, of Sawyer, N. D. **BUY AND HOLD MORE VICTORY BONDS. BRING THE BOYS BACK HOME; CARE FOR THE INJURED.**

### Job Training for Accident Prevention

By H. W. PUETZ, Safety Engineer, Milwaukee

1. An employee was killed when he struck a steel coil with a heavy sledge hammer while the coil was under heavy tension.

*Lesson: Never strike a tempered steel coil under tension, because it will break with great force and the pieces fly like a bullet.*

2. Two men were pouring babbitt into a cold damp metal mould, when it exploded, severely burning their faces. Luckily, they had on goggles or their eyesight may have been destroyed.

*Lesson: Never pour molten babbitt into a bearing or mould unless it is perfectly dry and, if possible, pre-heated.*

3. An employee lost his thumb and badly mangled his three fingers when his long shirt sleeve got caught in a milling machine.

*Lesson: Never wear long sleeves, loose ties or jewelry when operating revolving machinery. Also loose gloves are taboo.*

4. A garage employee was badly in-

jured when he stumbled and fell with his finger on the grease gun trigger.

*Lesson: Keep finger off grease gun trigger when not immediately using same.*

5. Two persons were killed and four others badly injured when a me-

chanical hoist platform fell from a height of five stories. Investigation proved that the worm and worm gear was dry and worn to shreds for lack of oiling.

*Lesson: Machinery and equipment of this type must be inspected at least quarterly and someone made responsible for its maintenance.*

### Hitlerized Union Dictatorship

Remember "way back" when Management was accused of having "black-lists" of employees who were "agitators for unions"? The accusations were sometimes true.

Well, the old order changeth and now look what's happening. In the Timkin Roller Bearing case at Canton, Ohio, the company requested WLB to revoke union security and check-off clauses on the ground that the U. S. Steelworkers (CIO) has established a nationwide blacklist and adopted other coercive measures to prevent employees from withdrawing from the union in the escape period provided.

The company accuses the union of refusing to accept notification from employees of their desire to terminate their union membership. It also alleges that on the form which the union requires withdrawing employees to sign they must indicate they understand their names will be sent to all local unions throughout the United States affiliated with both the C.I.O. and A.F. of L. and that membership in any C.I.O. union will henceforth be denied them.

Teacher: "Can any of you girls tell me what makes the tower of Pisa lean?"  
Fat Girl: "I don't know. If I did I'd take some myself."



## PERFECTION

should be your goal in

## DUST COLLECTION

PERFECTION Dust Collectors are really "tops" in efficiency for the collection of dust, chaff and other extremely fine particles that often have a recovery (or a nuisance) value. That's one of the savings that make it possible for the Perfection Collector to pay for itself. Get further details of styles and sizes from

**PRINZ & RAU MFG. CO.**

Makers of Separators, Graders, Scourers and Cochle Machines  
1301 N. Water St., Milwaukee, Wis.



## PUBLIC AGAINST UNIONS

The public is actually annoyed because of a belief that many unions are interested only in their rights—not their responsibilities. Elmo Roper, public opinion analyst and marketing consultant told the annual meeting of the American Trade Association Executives. The public generally is siding with employers rather than the unions.

The crying need of unions is better leadership, and he thought some really responsible and forward looking business men might come to the aid of the more responsible groups to save them.

### O'NEAL ON WAGES

"No wage is too high that is earned," Edward O'Neal, President of the American Farm Bureau Federation, told the 27th annual convention in Chicago recently. "In any walk of life, if any one individual gets a dollar that he doesn't earn, then some other individual earns a dollar that he doesn't get. Everything indicates practically full employment at adequate wages."

## THE "GOOD BOSS"\*

You may think your job as a foreman is a pretty tough one. It is! But it has its compensations.

Tackling and licking tough jobs is the unending task of the supervisors of America's industries. The most successful are those who have the greatest degree of loyalty from their workers.

The "Good Boss":

1. Knows his own job thoroughly;
2. Has leadership ability rather than "drivership";
3. Gives orders clearly and in a friendly fashion;
4. Possesses the foresight to plan and delegate work in advance;
5. Maintains consistent standards of conduct, performance, and quality;
6. Keeps up with each man's work. Judges him honestly and on merit only;
7. Appreciates and acknowledges honest effort and above-average work. In case of bad work or rejections, investigates and holds the right person responsible;
8. Does not discipline a worker in front of others. Makes his reprimand as impersonal as possible;
9. Believes in and practices safety;
10. Makes sure that new or transferred employees know how to do their job correctly;
11. Is liberal but consistent in his interpretation of the contract, plant rules, and company policy;
12. Takes a personal interest in his employees. Is loyal to the men above him and below him;
13. Keeps his promises; and
14. Is open-minded. Welcomes suggestions and is willing to discuss them.

\*The above compiled from a check list by the U. S. Department of Labor and condensed from "Supervision."

## UNIONS MAKE WORKERS INEFFICIENT; SMALL FIRM EMPLOYEES UNFAVORABLE

Business men interviewed in an exhaustive study, recently concluded by the Committee for Economic Development, were concerned with unions principally because they made workers inefficient, excessively pay conscious, and not interested in good work, according to Joseph K. Wexman in one of a series of lectures on "Small Business" at the University of Chicago. "Restrictions on wages, the forced raise in pay, and the dictation of hours of work were of only secondary importance."

Only about one-fourth of the small businesses studied reported any degree of employee unionization, with most of them entirely unaffected. "When 83% of our business population employ three or fewer men, specialization requirements have more impact on a small firm that needs versatility among its employees," Wexman reported. Union restrictions placed on operations are more important to small businesses than higher wages.

### Appetizing Thought

**Boss:** Are you sure your wife knows you're bringing me home to dinner?

**Young Man:** Does she know? We argued about it for half an hour this morning!



V-800

"WHAT ARE YOU COMPLAINING ABOUT? I'VE BEEN WORKING A 48-HOUR WEEK FOR YEARS AND HAVEN'T MISSED A DAY YET."



## HART-CARTER EXPANDING: STRIKE SETTLED

Now that the strike at Hart-Carter Company's plant in Minneapolis has been amicably settled, additional building facilities are being acquired, according to Mr. C. C. Ingraham, Vice President. All departments are to be enlarged in anticipation of a much greater volume of business, including orders for newly developed machines for varied requirements through the world.

"We fully realize that many of our good customers were greatly inconvenienced because of this interruption of service," Mr. Ingraham writes, "and we regret that this was necessary. We do appreciate the splendid co-operation we have received from all of our customers and their forbearance, in view of the situation which was brought about by conditions entirely beyond our control."

Picketing at the company's two plants ended upon the acceptance by the employees of the Company's proposal on wage increases. This proposal, which had been made by the company prior to the strike, offered wage increases retroactive to July, 1945. Employees generally, many of whom have been employed for a score or more of years, expressed satisfaction with the management's proposal and its acceptance.

Production has been resumed and plans are being made to expedite the completion of the many orders now on hand as rapidly as possible.

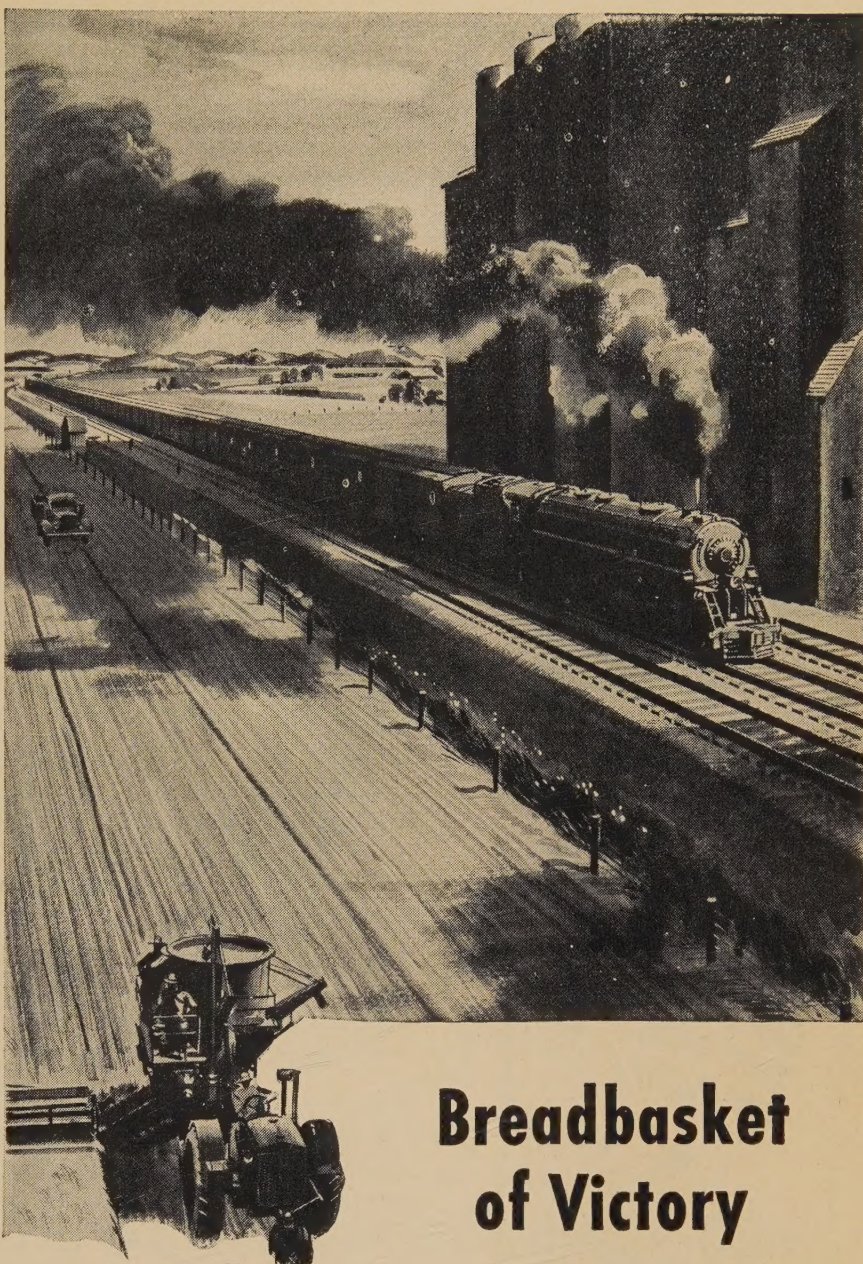
## ISSUES BUSINESS CHART

A 1946 edition of a long range business chart, titled "Business Booms and Depressions since 1775," went to friends and customers of the Appraisal Service Company of Minneapolis, appraisal specialists to the grain handling and processing industry. The interesting chart of the "hills and valleys" of American business will serve as a "back-drop" against which one may predict the course of one's own business.

"The year 1946, we hope, will be one of opportunity for all," says the accompanying message, "but that may not mean there will be any letup in the problems we may have to face. But, out of the problems and difficulties of the past which the chart so clearly portrays, American Industry has been built and developed."

## Woodshed Reflex Actions

*I rose and gave her my seat;  
I could not let her stand—  
She made me think of my Mother,  
With that strap held in her hand.*



## Breadbasket of Victory

Railroads carried more than 1,500,000 carloads of grain and grain products during the first eight months of 1945—more than ever before in a similar period.

And this is only part of what the railroads have done to help American agriculture accomplish its stupendous task in the feeding of American people and their allies.

It was done under the handicaps and restrictions of war. It was done while unprecedented numbers of troops and quantities of war freight were being handled.

Now with peace and the chance to get long-denied material for building new locomotives and new freight cars to replace equipment worn by war service, railroads look forward to the time when they can serve you better than ever before—but with the same responsibility and faithfulness upon which America has learned, both in war and in peace, that it can rely.

**LET'S FINISH THE JOB  
BUY VICTORY BONDS**

# AMERICAN RAILROADS

*—LOOKING AHEAD*



## NO CORN MARKETING QUOTAS

No corn marketing quotas and no acreage allotments will be called for during the 1946-47 corn production and marketing season, says the USDA. "Action was taken in accordance with provisions of the AAA of 1938, designed to protect both consumers and producers in maintaining adequate supplies of food."

## Drastic Reversal of Vets Re-employment Rights

Drastic reversal of policy affecting reemployment rights of veterans and wartime replacements, later called into the military service, has been announced by Selective Service. The restatement of policy is contained in the Selective Service's new handbook for the guidance of the Service's 6,400 boards, and includes:

1. That a veteran returning to his pre-service employment cannot be compelled to join a union, even though a closed-shop agreement may be in effect. Previously, Selective Service had indicated this policy, but did not specify "union membership."

2. That before a veteran is deprived of reemployment rights it must be shown clearly that the employment he left to enter active military service was "temporary." Selective Service had previously held that a wartime replacement called into the military service was a "temporary employee" and not entitled to reemployment rights. The action, in effect, says that a person who replaces a worker entering the service also earns a reemployment right when he enters the military service.

3. That in all borderline cases the doubt as to whether the position left by the veteran was temporary should be resolved in favor of the veteran.

4. That part-time workers, probationary workers and apprentices are not necessarily "temporary" employees. The employers must prove each individual case to be "temporary," otherwise these workers, upon returning from military service, also have job reemployment rights.

5. That the veteran's right of reemployment continues for one year after reinstatement and may not be terminated by temporary shutdown or lay-off.

6. That the returning veteran cannot be demoted during his one-year guarantee of job restoration.

7. That the veteran returning to his own job is entitled to any automatic pay increases given solely on the basis of length of service.

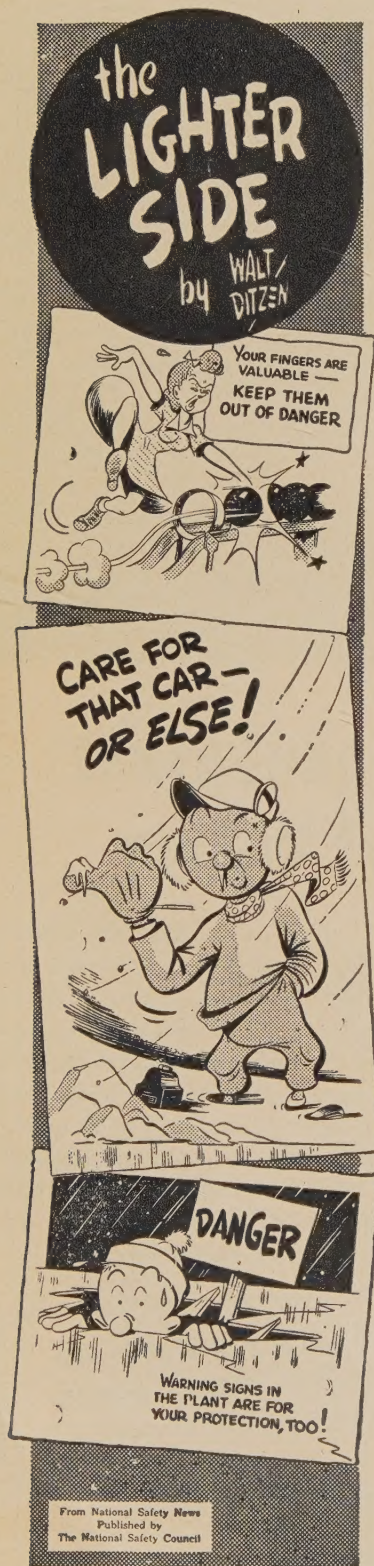
Under the new policy it was explained that when two or three men have worked on the same job successively return from the armed forces and each claims the job, that each has a right to that job or to one of like position, status and pay.

And further that should the first man claim his old job, his replacements, as veterans, also must be rehired no matter what non-veteran workers must be displaced. As to those wartime replacements who signed statements with their employer that they were "temporary employees," the Service holds that such quit-claims are not in themselves proof that the replacement was a temporary one. A Selective Service official explained that a job of indefinite duration, such as for the length of the war, is really a job "other than temporary."—Grain & Feed Dealers National Ass'n.

### Overtime Premiums to Salaried Employees

If you obtained special permission from WLB to pay overtime premiums to your salaried employees, you cannot always stop payment thereof. At

least WLB recently refused to allow one employer to discontinue paying such overtime premiums which the agency had approved during the war to correct an inequity between earnings of his salaried and hourly rate workers.





*Since*  
*1929*



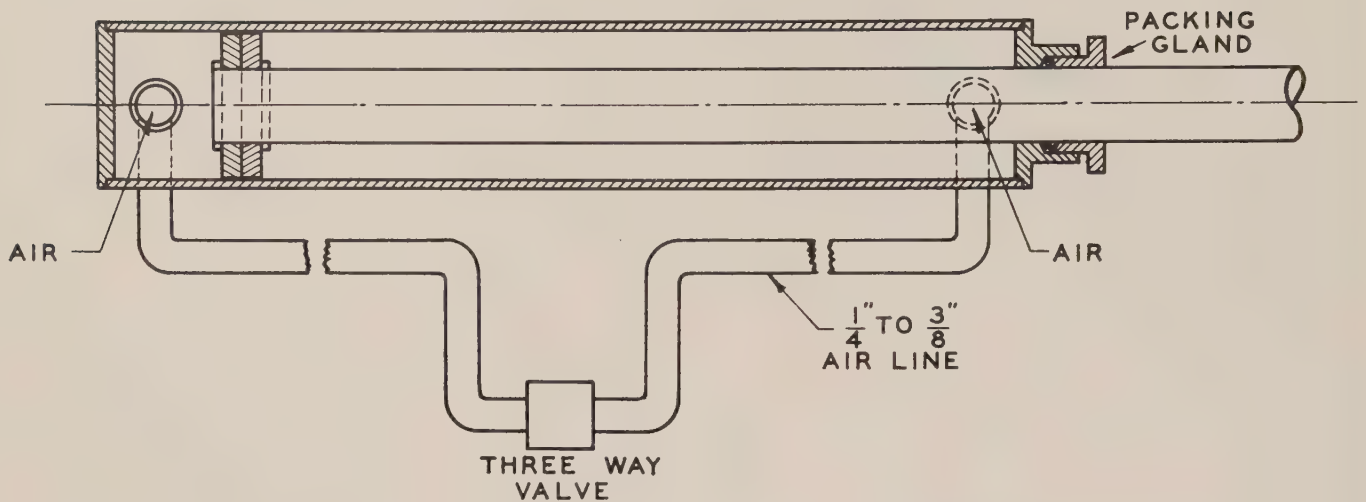
A Grain Fumigant must  
have what it takes to  
remain on the market  
for a long period of  
time . . . . . and  
steadily Gain in  
popularity

THE *Weevil-Cide* COMPANY  
**THE DEPENDABLE GRAIN FUMIGANT**

1110 HICKORY STREET  
KANSAS CITY, MO.



## AIR CYLINDER, USED FOR CONVEYOR GATES



### AIR LOCKS FOR CONVEYOR SLIDES

In our plant we incorporate quite a few novel ideas, however I do not know that many of them would have any particularly general application.

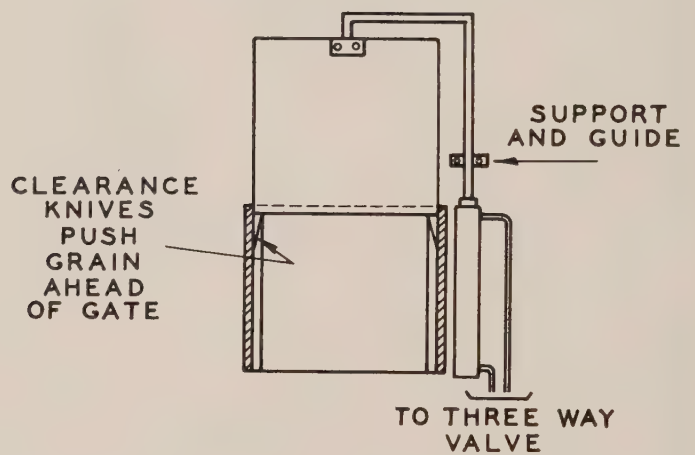
We do use air locks for opening and closing our conveyor slides, and perhaps some of your many readers would be interested in them. These air locks were worked out by our engineer here along ideas given him on the subject, and they prove admirable for our purposes.

Now that we are increasing our plant by fifty percent, we are having quite a number of these especially made up for the new addition. We wouldn't want to do without them.

Exchanging ideas is really a benefit to everyone, and we hope a lot of

others will keep ideas coming in regularly.—M. G. Kellett, Superintendent,

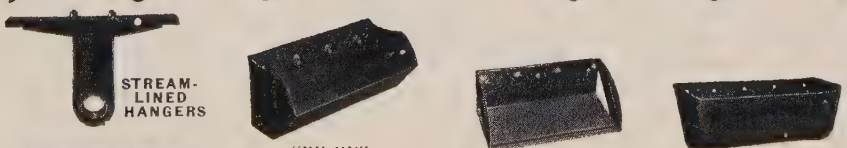
### APPLICATION



dent, Great Western Malting Co., Inc., Vancouver, Washington.

## Specify **THE "HAMMOND" Line**

IT'S THE TOPS—IN BUCKETS—CONVEYOR—HANGERS—BOX ENDS—  
END THRUSTS AND ACCESSORIES



**"NU-HY"**  
The bucket that offers highest efficiency in elevating granular materials. Guaranteed to increase capacities from 10% to 100%.

**"NU-TYPE"**  
Nothing like it for elevating soft stocks or sticky material. Doesn't pack. Discharges clean.

**"SALEM"**  
Long a favorite, still a leader. Manufactured in standard and heavy gauges to handle all types of materials.

The "Ace" Anti-Friction Countershaft Box End. A revolutionary improvement in Conveyor Drives.

**Screw Conveyor Corporation**

707 HOFFMAN ST. HAMMOND, IND.

ENGINEERS



MANUFACTURERS

TRADE MARK REG. PATENT OFFICE

### Truer Than Funny

After an evening in a night club, a gay party at one of the tables arose to leave. Beckoning a waiter, one of the men asked, "Is it raining outside?" "Sorry," replied the attendant coldly, "this isn't my table."

### The Eager Beaver





## PREDICT 11.6% UPTURN IN GRAIN SHIPMENTS

Estimates just compiled by the 13 Regional Shippers' Advisory Boards indicate that during the first quarter of 1946 shipments of grain alone will rise 11.6%, or from 312,254 cars actually shipped in 1945 to 348,421. Shipments of flour, meal and other mill products will increase 2.4% during the same period, or from 239,679 in 1945 to 245,329 in '46.

### CARLOADINGS 7.7% OVER 1944

From present appearances cars loaded with grain and grain products during 1945 are going to establish an all-time high record. At least cumulative loadings for this year are 7.7% ahead of those of 1944 and 3.2% ahead of those of 1943, and were for the weeks ending:

	1945	1944	1943
Nov. 10 . . . . .	57,340	51,511	51,988
Nov. 3 . . . . .	59,070	54,606	56,428
Oct. 27 . . . . .	57,484	55,721	58,181
Oct. 20 . . . . .	59,726	56,724	59,765
Oct. 13 . . . . .	53,994	49,997	61,474

### WHEAT GRIND UP AGAIN

During October 1,039 mills ground 57,751,854 bu wheat, compared with 51,885,131 bu ground by 1,036 mills during September, and 49,424,331 bu ground by 1,014 mills during the corresponding period a year ago. Of the 1,039 mills reporting, 13 reported the production of granular flour, and four of this latter number, with a daily capacity of 5,144 sacks, produced granular flour exclusively, reports the U. S. Department of Commerce.

### CORN GRIND LOWER

During October the eleven refiners of corn ground for domestic consumption only 6,774,853 bu, compared with 7,516,296 bu the preceding month and 9,992,139 bu in the corresponding month of 1944. The lack of corn is responsible for the decrease.

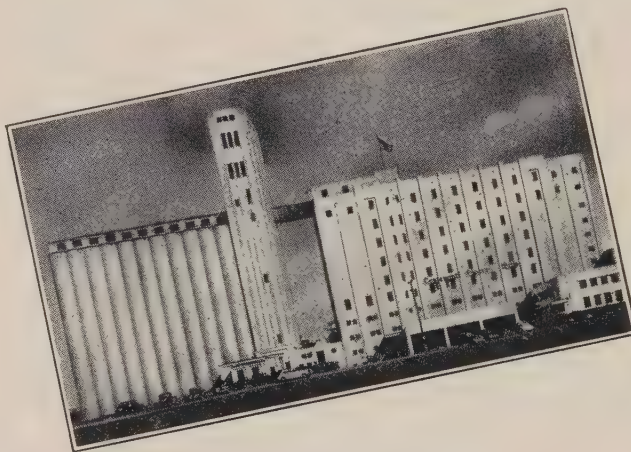
### DEPOT HARBOR ELEVATOR CLOSED

The Depot Harbor elevator, operated by Mr. Wm. H. Johnson of Montreal as a storage unit following the termination of the lease held by the Stratton Grain Co. of Milwaukee and Chicago, has been closed. I am sorry I cannot give you the history of this old wooden elevator, but it was one of the early houses on Georgian Bay and played an important role in the Chicago to New England movement of grain.—Norman Bowdway, Collingwood (Ont.) Terminals, Ltd.



For  
**FAR MORE**  
**PROTECTION**

### Against Deterioration Caused by Moisture



*A typical B. J. Many Company job of weather-proofing that defies time and the elements.*

Excessive movement causes elevators to crack . . . and cracks invite seepage of destructive moisture.

To keep cracks permanently bridged, weather-proofing material must have plenty of elasticity and must be built up to a substantial thickness.

Are one, or two, or three coats enough?

The B. J. Many Company are firm in the belief that **FOUR** complete coats are necessary to do a job that will last indefinitely . . . and their belief is based on the fact that elevators weather-proofed by the B. J. Many Company as long as *twelve years ago still* defy moisture and show no signs of "cracking up".

A B. J. Many job costs more, it's worth more; it lasts longer . . . and that's what counts. Cheap materials and faulty workmanship represent false economy.

Why not plan now on their greater protection? Write

**B. J. MANY CO.**  
**30 N. LA SALLE ST. CHICAGO, ILL.**

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213 State Street, Detroit, Michigan  
AUTHORIZED AGENTS: Pioneer Sand & Gravel Co., Inc., 901 Fairview Ave. North, Seattle 9, Washington  
Northland Machinery Supply Co., Ltd., Winnipeg, Manitoba  
R. H. Crawford, Oakville (Ontario), Canada  
Northland Machinery Supply Co., Ltd., 203 Hardisty Street, Ft. William, Ont.





# YOU HAVE A RIGHT TO BE *Scared* **STIFF** OF *Static!*

Listen to what David J. Price, an authority, has to say on the subject: "*Static Electricity must be recognized as one of the prominent causes of dust explosions.*"

Another authority, C. J. Mitchell of the Mill Mutual Fire Prevention Bureau recently stated that *dozens of dust explosions have been definitely traced to static charges as igniting factors.*

Mill and elevator belts running over pulleys create hazardous static charges, often as high as 4500 volts. A lurking, unseen menace capable of touching off a disastrous, death-dealing explosion.



## STATIC ELIMINATOR BRUSH "A Lightning Rod For Belts"

Made up of thousands of fine, durable brass wire bristles interwoven between two heavy copper wires, the Static Eliminator Brush gathers static, breaks it down and grounds it . . . renders it absolutely harmless.

Easily and quickly installed on any belt and approved by Mill Mutual

Fire Prevention Bureau when properly installed and grounded.

Heed the warnings of authorities. Protect life and property against dangerous static. Avail yourself of this low cost, urgently needed safety measure, *now*. Write for details, today.

Send, too, for the big, new 1944 Seedburo Catalogue, if you have not already received your copy. Packed from cover to cover with money saving values in modern equipment.

### SEEDBURO EQUIPMENT CO.

626 Brooks Bldg.

Chicago 6, Ill.

## UNFAVORABLE TARIFF MAY DESTROY SOYBEAN INDUSTRY

The destruction of the American soybean industry may be brought about by an unfavorable tariff policy, declares E. F. Johnson, manager of the soybean and oil meal division of Ralston Purina Co., St. Louis, in the lead article of the September issue of THE SOYBEAN DIGEST, monthly magazine of the American Soybean Association.

In Johnson's opinion, under the reciprocal trade agreement, "A 50 percent reduction in duties and tariffs on foreign vegetable oil and meals could reduce the present 200 million bushel yearly crop to a few million and bankrupt every processing plant in the United States.

"The story of the growth of soybeans in the U. S. has many chapters dealing with the serious threat of cheap foreign oils and meals. Older members of the American Soybean Association are only too well aware of the battle of existence resulting from the flood of these products," Johnson recalls.

## GOOD BREAD

During the first three decades of this century the consumption of flour in the U. S. declined 27%, or from 223 to 163 pounds per capita a year. Recent years have shown but a small increase over that figure. Everyone in the grain handling and flour milling industry is vitally interested in seeing this consumption figure materially boosted. Besides the economic problems of the producer would be aided thereby.

If only two-thirds of this loss were recaptured it would result in a consumption of 115,000,000 more bushels of wheat, or 25,000,000 barrels of flour, and, according to authorities, the populace would be much better nourished than at present. The bottleneck, some insist, arises from speeded-up baking process and the desire to meet competitive prices, whereas premium-priced loaves today disappear first.

The average medium-sized family formerly consumed a loaf or more of home-baked bread at a sitting—and enjoyed it—but savants tell us that bread (and consequently wheat) isn't going to be eaten in volume again unless the public demands and gets "bread like Mother used to bake."—Super.

A man hopes that his lean years are behind him, but a woman hopes that plenty of hers are still ahead.



# SHOVEL MACHINES AND SUCH

**CHARLES J. WINTERS**, General Superintendent of the Public Grain Elevator, New Orleans, Reviews the Car Unloading Problem, Tells of Their Forward-Looking Refinements, and Gives His Conclusions.

**H**AVE just completed reading the September issue of "GRAIN" and note with interest that a large portion of the issue is devoted to the mechanization of bulk grain unloading.

Of particular interest is the fact that the articles run the whole gamut of car unloading devices proposed to date, ranging from the Clark machine to a new idea for end-of-car unloading off a track hump.

Now some of the best minds in our industry have been jousting with this Goliath for many moons and this spectator is beginning to 'spect that the reason the giant still "giants" lies in the failure of our side to grab the best possible weapon with which to slay him.

## Suggests Trial and Error Methods

**A**SSUMING that all of the best ideas are in and counted and there is no possibility of one of our brighter boys coming up with an idea that will make the above-referred-to "best ideas" look silly, maybe now is the time to analyze the various ideas offered to date, etching in clearest outline, as Edgar Allen Poe was wont to say, the faults and virtues of each.

When we have sampled the relative faults and virtues of each, a la Tommy Manville, then, possibly, we may want to emulate Tommy and kiss 'em all goodbye.

So, in full realization that there are more competent men in our industry, much better qualified to discuss the subject (my ego revolts at that statement, but there it is), nevertheless, here's what we think of the various car unloading methods in use or proposed to date.

### (1) *Clark Shovel Machine*

A relic of the era when working men worked.

As old-fashioned as grandma's longies.

### (2) *Car Dumps*

By far the most efficient method for car unloading developed to date. Its drawbacks appear to be:

- (A) High cost of installation.
- (B) Complete operation dependence on one or two machines.
- (C) Impossibility of installation in some houses without major and costly alterations in existing structures and equipment.

(F) Non-adaptability to jobs of bulk grain unloading other than cars, such as ships, barges, lake steamers.

(G) Possibility of railroads maintaining trend to build larger and larger equipment, thus rendering dumps either obsolete or making additional costly alterations to dumps necessary (nearly 50,000 box cars are now listed in the Railway Equipment Register in excess of 49 ft. 8 in.)

## Car Design Change a Dream

### (3) *Changes in Box Car Design*

This idea is Utopian for our wishful thinkers, but in our humble opinion comes perilously close to the category of "moon barking."

Pages 1040 to 1044 of the October, 1944, issue of the Railway Equipment Register itemizes the box car equipment in use as of that date as 736,538 box cars. Sizes range from less than 36 to 51 feet with the overwhelming majority in the 40 ft. class.

Now, that's a powerful lot of box cars. Maybe the rail lines could be induced to miraculously produce the labor and material necessary to convert them for use in grain unloading—even in spite of their statistics of a ratio of 2% of grain haul to total mileage haul—maybe. Then, too, the rail lines have had an experience of the sort in the past—we understand an unpleasant one.

We may be harboring enough silver-tongued persuaders in our group to swing this dream of box-car conversion. If so, to them should go the power and the glory and the life everlasting.

## CAR PULLER CABLE KILLS

An employee was watching the movement of a string of loaded box-cars when the chain's hook straightened out and the chain whipped back. He was struck in the chest and instantly killed.



NATIONAL SAFETY COUNCIL

*Remedy:* Investigation showed that it would have been preferable to use a cable or rope. It is also important at all times to stand in the clear of lines and chains that might snap when loads are applied.

- (D) Inability to handle occasional oversize cars.
- (E) Unavailability to smaller houses due to high installation costs in comparison to volume of business transacted.



(4) *Pneumatic Unloading*

Mr. R. B. Robinson, in the September issue of "GRAIN," echoed our own beliefs—and doubts, about this device.

Our frugal experience with pneumatic unloading of ships and barges leads us to believe that the science of pneumatics is still a long way from providing a satisfactory solution to our bulk grain unloading problems.

(5) *Semi-Dumpers, Side-Tippers, Etc.*

Having insufficient information on these devices we are not prepared to discuss them at this time.

(6) *Automatic Shovel Machines*

Our first view of an automatic shovel machine was the crude, but potentially practical device developed by Emil Buelens at Glidden's Chicago plant. Later we learned of the shovel developed by Ed Frauenheim at Buffalo for use with a marine leg. With the kind co-operation of both those gentlemen

we had still pictures made of the Glidden device and moving pictures made of the one at Buffalo. These pictures were viewed by the Engineering staff of the Port of New Orleans and by our key elevator personnel. The consensus of these people being that the automatic shovel had definite possibilities, we applied for and secured from the General Manager of the Port an appropriation of funds to be used for experimental purposes. In these experiments we were fortunate in having the services of our Chief Engineer, Mr. J. A. McNiven, who was long identified with grain elevator construction and has thorough knowledge of the problem involved.

**Speeds Up Operation With Refinements**

WITH Mr. McNiven's aid and advice we have since made the following changes in the shovel machines originated by Messrs. Buelens and Frauenheim:

1.—For the block of wood Emil nailed to the car end we have substituted a telescopic boom. When collapsed the boom spans 13 feet, opening out to 25. It is fitted to an universal joint providing movement up or down and from side to side. At present boom is moved manually but will eventually be converted to move mechanically.

2.—A sheave is fixed to each end of boom which ropes move over and under the boom, hauling the shovel

# De-ratting



## BECOMES BIG BUSINESS

DON'T try to control rats on a petty cash basis.

The odd twos and threes you catch with traps or poisons hardly make a dent in your rodent problem.

Apply

# Larvacide

CHLORPICRIN

Saturday night, in light dosage . . .

. . . come in Sunday morning with sleeves rolled up prepared to work with broom and shovel on the nicest carcass harvest on record.

Yes indeed. With LARVACIDE, de-ratting becomes really big business—ridding you of the pests by wholesale.

Larvacide is easy to use, hunts rats out of remote refuges, driving them out to die on the open floor, without carcass nuisance.

Cylinders 25, 50, 100 & 180 lbs., and handy 1-lb. dispenser bottles, each in sealed can, 12 to case. Stocked in major cities. Write for literature.

**INNIS, SPEIDEN & CO.**  
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Canadian Representatives and Stock Points  
STRONG-SCOTT MFG. CO., Ltd., Toronto, Winnipeg, Calgary



"Purrs like a kitten, doesn't it?"



back and forth. A small size cable will later be substituted for the rope.

3.—We have followed Emil's example and our jaw clutches have been replaced by friction clutches of size sufficient to do the work under any and all conditions.

4.—At the present time we are preparing to equip both ends of the boom with either limit switches or electric eyes, whichever proves most efficient under actual operating conditions. These devices coupled to solenoids will automatically throw the clutches in and out and will limit the sweep of the shovel to whatever length the boom has been extended.

5.—As there is never any appreciable weight on the boom itself it could be constructed of light material, aluminum, for instance, although we are presently experimenting with a steel boom.

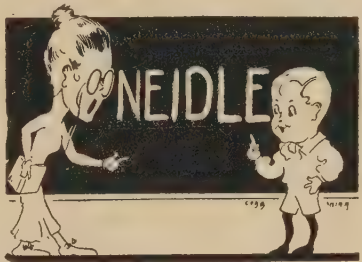
6.—We have had the Webster people build a shovel with rigid rather than flexible bridles. This shovel is somewhat larger than the conventional shovel; we have geared up the speed of the shovel to three

times the speed of manually operated shovels but believe we will have to reduce this somewhat because of the inability of our marine leg to take the grain away fast enough.

7.—To date our experiments have been limited to our marine leg. We believe that if the shovel can be made to work satisfactorily with our marine leg, conversion to car unloading would be relatively simple.

**Does He Mean Cockleburs**

IT'S for sure that there's still more bugs in this machine than there are jitters in a hep cat's dream. These bugs will have to be plucked out one by one—which ex-



"But Teacher, how you going to thread a needle without an 'eye' in it?"

pression revives memories of an early childhood incident and tender, seeking fingers distastefully engaged. Ah, me!

Of little help to the progress of our experiment with and development of this machine is the abnormally large volume of grain currently moving through this elevator. And if we hear accurately of ambitious plans being made by certain over-optimistic gentlemen to push 10 million bushels per month through a house whose record year to date is around 50 million, we fear that the time we will be able to take from our compensated duties to devote to the gratuitous development of a shovel machine will be further drastically curtailed. [Note: Those last three words have been lifted bodily from the OPA's stock of shop-worn phrases.]

The time it will take before we are ready for either a slap on the back or a kick in the pants is anybody's guess. Maybe six months, a year, maybe longer. But unless somebody comes up in the meanwhile with a better device for bulk

**WE  
HAVE  
MAIN-  
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SHIP**

**I N O U R  
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grain unloading, we'll be in there pitching with the mechanical shovel every chance we get.

About the bugs—soon I'm going to write them out in detail and ask Dean Clark to print them in our Magazine. That'll give everybody a chance to help us by displaying whatever knowledge they're willing to share on the best method of eliminating the troublesome critters.

We do hope that the kindly soul who persevered in wading through all of the foregoing will not get the idea that we are advocating concentration of our industry's thinking on the development of the shovel machine to the exclusion of all other systems or new ideas. The simple truth is we were merely exercising our God-given right to say we like the shovel machine best because we believe it has the most immediate practical possibilities.

However, we do want to add an advance warning to those who shall decide to write and say we don't know what the hell we're talking about—we'll be at the convention in June toting two pistols.

## WANTS "GRANDFATHER" LAW INVOKED

I am finally catching up on some of my reading and note with interest the article in a recent issue of "GRAIN" signed by the chief of motor power and rolling stock of one large railroad. My reaction was that there should be a law against interjecting the "grandfather clause" in all discussions pertaining to improvements



"No! No! Miss Martin! You don't demonstrate bath tubs."

in the handling of grain, particularly where the onus for holding back might be laid in the laps of the railroads.

In reading this contributor's comments I gather that all progress stopped twenty years ago. It appears to me that in that same twenty years we went from T.N.T. to atomic bombs, fought a considerable war, developed the air transport industry, redesigned shipping and are in the process of writing a new social and economic standard for the world, which leads me to say that we can truly be grateful that our entire destiny in the past twenty years did not rest with the railroads.

I think comments from the railroads are typified by what I have just read and goes back to the argument, that I believe most of us recognize, that if there are to be any improvements in type of rolling stock available to the grain industries the pressure and the demand for the same will have to come from the grain industries.

An emphasis must be laid on constructive thinking on the part of the men who must use the cars. Nothing will be handed down from above.—Sidney I. Cole, Vice President, The Industrial Erectors, Inc., Chicago, Ill.

## a MOISTURE TESTER for Every Need

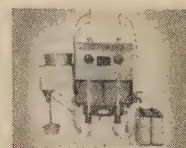


ASK SEEDBURO to solve your moisture testing problem. For 33 years this organization has studied moisture questions . . . has accumulated a vast fund of "know how" . . . is known as the "center of information" about moisture analysis. It will study your requirements and make suggestions. Its recommendations are unbiased because it offers a wide selection of testers . . . one for every need.

### Steinlite ONE MINUTE TESTER

An experienced operator can make a moisture test with the Steinlite in one minute almost any operator in two or three minutes. For production work as well as laboratory. ACCURATE—calibrated against official oven

methods. EASY TO USE—operator requires no technical training. Tests wide variety of products—whole grain, mixed feeds, meal, cottonseed, nuts, etc. Sold on 10-day free trial basis. No money down. Standard Grain Unit \$275.00. Special Models \$325.00.



**BROWN-DUVEL,**  
Old . . .  
well known  
. . . reliable

One of the oldest and best known testers. Especially suited where the volume of samples is small. Available to test 1, 2, 4 or 6 samples at once. Illustration shows two compartment tester with automatic electric shut-off; \$120.00 F.O.B. Chicago. Necessary accessories available for all models. For whole grains only.

### OTHER TESTERS

Carter-Simon for laboratory tests on all materials. Brabender semi-automatic, the modern drying oven. Tag-Heppenstall for whole grain only.

### The "EQUIPMENT CENTER"

Over 400 items of seed, grain and mill equipment and supplies available for prompt shipment. Write for catalog.

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# Supers Follow Kernel Barley From Malt House Through Brewery

Chicago Chapter Turns Out En Masse for Instructive Meeting. Prexy Forsell Unveils the Genesis of Barley.

**I**T HAS been the desire of your officers and directors to carry through the complete process of the barley kernel from the raw grain to the bottled brew.

Of the various materials employed in brewing, malt made from barley has the most decisive influence upon the general character and quality of the beer so that the selection of suitable barley varieties and the precise control of malting operations are of great importance.

In Europe, malting is one of the processes that the brewery itself maintains, while in the United States it is largely carried out by a separate industry, although there are a few breweries which operate their own malting plants.

In your last trip you witnessed the steeping, germinating, withering and final kilning or drying operations of malting from which activation of diastatic enzymes, the development proteolytic enzymes, the partial conversion of the starch into dextrines and maltose and the partial modification of protein molecules in the barley from which the ultimate quality of the malt is determined.

## First Known Document About Beer

**F**ROM there we jump to its application in beer. The beverage obtained by the alcoholic fermentation

of a malted cereal, usually barley malt with or without other starchy material, and to which hops have been added, is of ancient age.

As a matter of fact the oldest clay document existant, dating back to ancient Babylonia of 6000 B.C., is a depiction of preparing a crude type of beer. . . . Today you witness a preparation of beer in one of the most modern breweries in operation—a far cry from that ancient time.

The magnitude of the U. S. brewing industry's contributions to the economy of the nation is revealed by the following partial statistics for the fiscal year ending June 30, 1943.

In that year the U. S. breweries produced 68,910,219 barrels of beer and ale. The industry used approximately 72,250,000 bu. of malt, 41,000,000 lbs. of hops, 21,200,000 bu. of corn and 245,500,000 lbs. of rice. Some 50,000 brewery workers received an estimated total of \$97,500,000 in salaries and wages.

Total taxes, federal, state and local, of an estimated \$605,634,000 were paid for that year.

Following a very interesting and enlightening talk, involving the science of malt and beer, by Mr. Christian Rask of Albert Schwill & Co., these questions followed:

## Beer Is a Drink, Not a Food

**C**CHESTER J. ALGER, President, Argo State Bank: What are the food properties of beer?

**CHRISTIAN RASK**, Albert Schwill & Co.: Beer is a temperance drink of enjoyment; it is not a food. Beer is made up of 95% water and 5% sugars, dextrines, proteins, natural vitamins, and hops that contain certain alkaloids.

**FELIX SCHWANDNER**, Kensington Elevator Co.: Is barley the only grain that can be used in making beer?

**MR. RASK**: No, wheat is also used on the Pacific Coast. It makes a light beer. Barley, however, is preferred, because its husk is thick. The germ grows on the inside of the barley ker-

nel as contrasted with wheat where the germ grows on the outside. Obviously there is much more likelihood of injury when the wheat berry is used. Also, wheat contains very little starch.

Following a fascinating and illuminating biography of the life of a batch of brew clearly covered by Brewmaster Conrad Buehl, which will be published in a succeeding issue, the questions continued.

**WILLIAM HENRY RADKE**, Corn Products Refining Co.: Are there any solids in the water drawn off in the processes we saw today? I am interested in anything that might be used for feedingstuffs.

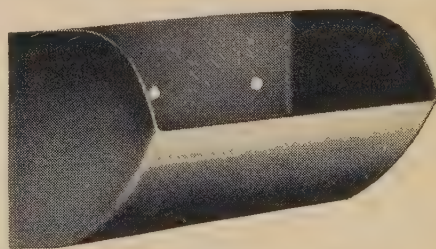
**MR. BUEHL**: No, however, we do salvage the spent yeast, dry it and use it for feed. We also salvage the spent grain, drying it, and shipping it for feed purposes. As a matter of fact we use everything—nothing is lost.

**MR. RADKE**: Feed ingredients are very short. We grind 5,000,000 bu. in a 7-day week normally. Now we

LINGERIE



"What sort of complaint do you have to make about our corsets?"



## LISTEN

TO WHAT  
R. H. LAMIS  
HAS TO SAY

. . . about the Calumet Cup, the Elevator Bucket with the Logarithmic Curve. "The Calumet Cup tripled the capacity of buckets we were previously using." This statement is typical of reports from elevator operators all over the country who have replaced old style buckets with the Calumet Cup. Send for Form 35. Learn how much greater capacity you can get from your elevator legs with the

## CALUMET CUP

Super Capacity Elevator.

**B. I. WELLER CO.**  
327 S. LaSalle St. Chicago 4, Ill.



can't grind that much in 3 months. Ruffage, protein, and other important feed items are all short, and many feed manufacturers are down to running 3 to 4 days a week because of this scarcity.

MR. RASK: The malting industry contributes a great deal to the feed industry, to say nothing of various other channels, including malt sprouts which contain over 25% protein, and hulls.

WILLIAM HALES, Hales & Hunter Co.: What controls the alcoholic content of beer?

MR. BUEHL: The processes and the temperature determines the strength. The yeast and the fermentation time allowed all play a part.

#### Dr. Parker Tells of Work

DR. JOHN H. PARKER, Director, Midwest Barley Improvement Ass'n, Milwaukee, told of attending the Kansas City SOGES Chapter's meetings and talking to them on the subject of "wheat" when he was located in Manhattan, Kan. "You have a very diversified group here in Chicago, and I should like to visit other of your plants as time permits in the future." Dr. Parker told of the forming of the barley improvement group,

of their 10 year program covering 7 states, and revealed that North Dakota today is the country's No. 1 barley producing state, California is No. 2, and South Dakota is No. 3.

#### Scroll to Bill Radke

INASMUCH as William Henry Radke, Manager, Feed Department, Corn Products Refining Co., was scheduled for retirement on the first of the month following this meeting, the evening bristled with hushed excitement. Past Chapter President and Honorary Director Chet Alger of the same company really started the ball 'rolling when, the program concluded, he arose and started out slowly—

"We have with us tonight a very active member. He has served long and well on the Chapter's Directorate. He has been instrumental in interesting many members in the processing fields in following his active leadership, in serving capably on committees just as he has done, and to contributing generally to the success of our Chapter. . . .

"The member I am referring to has for years attended practically every one of our meetings, he has gone out of his way to help members singly and collectively, and always in a quiet, retiring and modest manner. He is reaching the point in life where he can turn over his burdens and cares to others and feel he has both invested his life's years to good advantage and set a goal that any of the rest of us would be proud to reach. Hereafter he will not be aroused by the noisy alarm clock, he can come and go as the inclination dictates—and we know he is going to keep up and thoroughly enjoy all the contacts he has made through the years and lose no opportunity of keeping in touch."

After outlining Bill Radke's beginning years with Corn Products Refining Company and its many predecessors, Speaker Alger told of Bill's participation in company baseball, bowling, and other athletic activities. "Bill never drank nor smoked in the 42 years I've known him, but he al-

ways went along with all the rest of us, and settled amicably any differences that arose. Bill has been with our company for 52 years, his length of service being surpassed by only one other man. To us he should serve as a living example of a genuine 'man's man.' He is a credit to Corn Products Refining Company, to S.O.G.E.S., and to the entire industry," Mr. Alger continued, "just as the fine children he raised are a credit to him."

#### Made Life-Time Director

AWARDING Director Radke a certificate of honorary chapter membership, the handsomely inscribed scroll gave notice of his election to the exalted position of honorary lifetime director of the chapter. It was quite an impressive sight to see such a large group arise to their feet simultaneously and do honor to one fine gentleman, some of the details of which we told you about in the last issue.

The unexpectedly honored guest responded with: "It hasn't been so long a road. The years go by very quickly, and I hope for all of you that yours are as pleasant as mine have been.

"I wasn't sure my job would last when I started working," he related in outlining the history of his association with the industry. "I've been fortunate in enjoying 52 happy years, and I most assuredly expect to continue my pleasant associations with my friends at Corn Products and in S.O.G.E.S." [Applause.]

#### Chilling Suggestion

An undertaker in one of our large cities recently tried to get a special license number for his auto hearse. His application was being processed through the Motor Department in the usual manner and, in line with the general policy of that office to oblige in such cases, the number requested was about to be granted when the head of the department happened to see the application. Feeling that this was carrying morbidity too far, he turned it down. The number the undertaker wanted was—U-2.

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## CHANGES AT MILWAUKEE

George Haeckel is now Elevator Superintendent for Pabst Brewing Company, succeeding Henry Heitzer, Milwaukee, and George Collins succeeds Harry Thoms at the Kinnickinnic Elevator for Stratton Grain Co. of the same city.

## ROTHLISBERGER SUCCEEDS SCOLDS

Leon Rothlisberger is now Superintendent of International Milling Co.'s elevator at New Prague, Minn., succeeding Wm. J. Scolds, who was transferred to Davenport, reports Don Hansen of Minneapolis.

## BOB HENDERSON BACK

Bob Henderson, well known son-in-law of Gilbert P. Lane of Arcady Farms Milling Co., has returned from service. Bob and Ruth have done the impossible—found a house, bought it and moved in. Bob is now confidential secretary to Plant Manager Lane, and finding plenty to keep him busy.

## ENJOYS READING IT

I enjoy reading your magazine and trust that I will receive future copies as they are released.—Glenn H. O'Neal, Manager, St. Louis Office, The Dow Chemical Co.

## WINDY CITY VISITORS

Why Chicago is called the "Windy City," when statistics show that Buffalo walks off with this questionable honor every year, is somewhat beside the point, but Windy City visitors the past month have included: Victor H. Reid, Hart-Carter Co., Minneapolis; Vincent Blum, Omaha (Neb.) Elevator Co.; Bert Hales, Hales & Hunter Co., Waterloo, Wis.; M. M. "Mac" Darling, Acme-Evans Co., Indianapolis; Vincent Shea, Van Dusen-Harrington Co., Minneapolis; Jim Keir, National Milling Co., Toledo; Newton C. Evans, H. L. Peace Publications, New Orleans; Lou Ambler, Richardson Scale Co., Omaha; Ed Josephson, Schreier Malting Co., Sheboygan, Wis.; Charles J. Winters, Public Grain Elevator, New Orleans; Earl Gravatt, Kansas City Millwright Co., Kansas City; Ed Fraunheim Jr., G. J. Meyer Malt & Grain Co., Buffalo; Ray Seeker, Anheuser-Busch, Inc., St. Louis; Bill Scates, Carnation Co., Oconomowoc, Wis., and Del Heyward, Lettering, Inc., N.Y.C.

## MEETINGS INTERESTING

Our Minneapolis SOGES Chapter meetings have been very interesting and constructive, and have also been well attended. — Bob Bredt, Fruen Milling Co.

## TIME TO PLAN CONVENTION

Now that the fighting is over and the lights have again been turned on over most of the globe, we should be turning our attention to lining up for a good victory convention. Some correspondents have wittily suggested two days of celebrating, followed by three days of business, but our reputation for "hitting the ball" and getting things done will be the order of the day, as usual.—Herbert C. Brand, Quaker Oats Co., Cedar Rapids, President, SOGES.

## BOADWAY BUSY

Like most Bay elevators, we are making a new all-time record in volume of grain handled. This has been a Canadian movement entirely due to regulations of the Canadian Wheat Board. Last Spring they restricted the movement of U. S. grain through the Bay as the entire Canadian facilities were required to move relief and other supplies overseas.—Norman Boadway, Collingwood (Ont.) Terminals, Ltd.

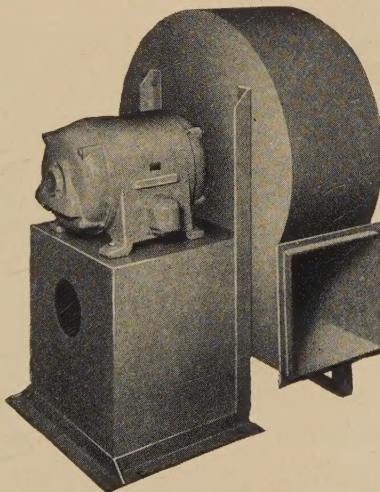
*Young Butch, 7 years old, was taken to see his new baby brother.*

*"Ma!" he cried, "the kid ain't got no hair. It ain't even got no teeth. Ma—somebody has gypped us! It's an old baby!"*

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all types for every

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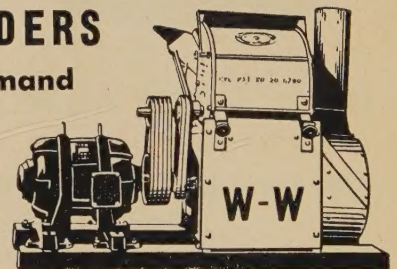
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### 3,100 FIRES COST INDUSTRY \$20,000,000

Approximately 3,100 fires occurred in grain elevators and flour mills in 1944, according to figures just released by the National Fire Protection Ass'n, out of a total of 600,000. In terms of loss, the industry's figure is placed at \$20,000,000. The country's total was \$456,000,000. These figures do not include losses in other segments of the grain handling and processing field.

### FIRE LOSS IN MINNEAPOLIS

Several firemen were overcome by surphur fumes and dense smoke in a 2-alarm fire on Oct. 3 that did \$20,000 damage to the Kurth Malting Co.'s plant in Minneapolis. Workmen escaped from the premises after the fire was discovered in machinery on the third floor, but only after attempts to extinguish the flames failed.

### OREGON MILL DESTROYED

A midnight fire starting from motors which had been damaged by an electrical storm earlier in the night are thought responsible for a \$300,000 blaze which destroyed the Kerr

Gifford & Co. mill properties at Pendleton, Ore. Wheat in storage was also lost.

### \$2,500,000 MALT PLANT ADDITION

Construction of a new \$2,500,000 malt house for the Froedtert Grain & Malting Co. of Milwaukee has commenced, the company's third major expansion project. Built on half of a nine-acre tract, the remaining land is to be utilized by a fourth unit in 1947, according to Kurtis R. Froedtert, president of the firm.

### NEW TERMINAL FOR K. C.

A 1,000,000 bu terminal elevator, with headhouse designed to serve an additional million capacity, will be erected this coming Spring by the Farmers Union Jobbing Ass'n at Kansas City at a cost of \$700,000, according to H. E. Witham, General Manager. The company now operates a 1,250,000 bu terminal at Topeka, Kan., of which C. P. McWilliams is Superintendent.

### RODNEY MILLS ADD STORAGE

We are adding 250,000 bu storage to the K. B. R. Milling Co. plant at McPherson, Kan., which will bring this plant's capacity up to 500,000 bu. The same amount is being added to our Lindsborg Milling & Elevator Co. properties at Lindsborg, Kan., which will likewise bring their total to 500,000 bu. Another 170,000 bu is being added to our properties at Russell, Kan.—Tibor A. Rozsa, Rodney Milling Co., McPherson, Kan.

### TWO NEW SOY PLANTS

Construction has been started on two new soy bean extraction plants by The Drackett Company, at Sharonville, near Cincinnati. One is for the manufacture of soybean textile fiber and the other for the extraction of protein from beans. A 1,000,000 bu elevator and headhouse costing \$600,000 will be added.

### SOY PLANT FOR MEXICO

A one-story soybean processing plant and brick warehouse are under construction for the M.F.A. at Mexico, Mo. These units will join a sub-terminal now well under way.

### NEW TERMINAL PLANNED

A million bu terminal, a new feed mill, and a large soybean oil refining plant will be erected in St. Joseph, Mo., by the Dannen Grain & Milling Co., if present plans transpire.

### CPR TO EXPAND ARGO PLANT

In addition to the expansion programs announced in the previous issue of GRAIN at Corn Product Refining Co.'s North Kansas City and Pekin plants, some \$14,000,000 is to be invested in broadening the scope of the company's Argo plant activities.

### A-D-M FEED PLANT PLANNED

A new five-story feed plant and soybean mill at Mankato, Minn., is under way for Archer-Daniels-Midland Co. Feed capacity of 300 tons daily, and soybean processing equipment for 2,000 bu daily capacity are planned, along with a 500,000 bu elevator and a spacious warehouse.

### ALABAMA TERMINAL

A \$200,000 grain terminal for Decatur, Ala., is planned by the Indiana Grain Co-operative, Inc., of Indianapolis.

### NEW PLANT FOR DALLAS

A 110 foot completely equipped elevator will be erected next spring for The Frito Co. at Dallas, Tex. A machine shop is to be included, adjoining present facilities.

### NEW DELAWARE ELEVATOR

A reinforced storage unit for grains and bulk feed ingredients is being erected for Ralston-Purina Co. at Wilmington, Del. The cost is placed at \$200,000.

### TERMINAL FOR RICHMOND

A survey is being conducted which may lead to the erection of a large grain terminal in Richmond, Va., according to the Chamber of Commerce.

### NEW HEADHOUSE; DRIER

A new headhouse and drier are being added to the 1,000,000 bu terminal at Des Moines, acquired last July by the Farmers Grain Dealers' Ass'n of Iowa, at a cost of \$175,000.

### COMPLETES ADDITION

An addition has just been completed to the Louisville soybean terminal of the Buckeye Cotton Oil Co., a subsidiary of Proctor & Gamble of Cincinnati, bringing total capacity to 2,000,000 bu. Expansion of extraction facilities will complete a \$250,000 program, according to R. B. Scheer, superintendent.



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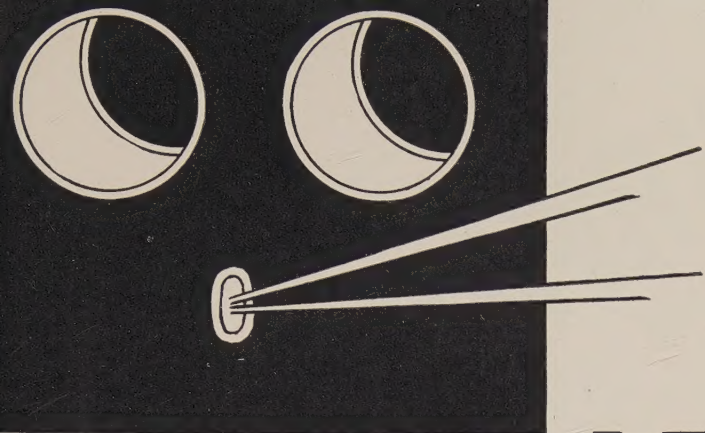
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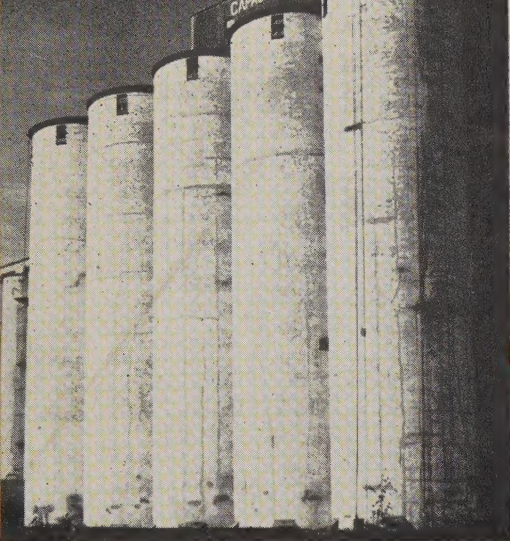
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